

I-70 TRAFFIC & REVENUE STUDY ISSUES TASK FORCES

TOLLING AND MODELING TASK FORCE MEETING MINUTES

- **Meeting Date:** *Oct 23, 2013* ► **Time:** *Modeling 8:00–10:00am*
Tolling 10:00-12:00 pm
- **Meeting Place:** *Fossil Trace Conference Room, CDOT – Golden, Colorado*
- **Distribution / Attendees:**

Modeling Task Force

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I-70 TRAFFIC & REVENUE STUDY ISSUES TASK FORCES

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Modeling Task Force Meeting Notes

Topics #1 and #2 – Introductions and Overview of Project and Roles

- We went around the room and introduced ourselves, along with our respective project roles.
- An overview of the Traffic and Revenue Study scope and objectives was provided.

Topic #3 – Schedule

Al and Dane (Louis Berger Group) discussed the major milestones for the T&R. The Level 1 screening effort is expected to be completed February 2014. The Level 2 portion is anticipated to begin in February following Level 1.

Topic #4 – Deliverables

Project deliverables were discussed for Level 1 and include the modeling results for alternatives; being performed by Louis Berger Group. Alternatives are expected to be fully defined in November. Construction costs will be estimated by the Parsons team. This task force will provide input and guidance on each.

For Level 1, an Assumptions Memorandum will be prepared, including T&R screening results and a financial analysis.

Topic #5 – Existing Model Calibration

- Model extents – The regional model will be utilized. The extent of the I-70 corridor modeling for Level 1 will span from C-470 to Silverthorne, or possibly Frisco, depending upon the desired terminus.
- Time periods – The modeling horizons are 2025, 2035, 2050.
- Other assumptions – This topic was deferred to the next Modeling Task Force.
- Data needs – Louis Berger Group to send out data requests to the group.
- General model discussion
 - Previous model efforts to date were discussed (see attached handout)
 - Level 1 modeling to use the TransModeler simulation software
 - TransCAD model from the PEIS will be used. The inputs will be updated as deemed appropriate and distinguished for each alternative.
 - Demand will be reviewed throughout the day and different time of the year.
 - Considerations will be given for locations of access points, grades, vehicle types, etc.
 - A stated preference survey will be conducted during the Winter season. The survey will be conducted

I-70 TRAFFIC & REVENUE STUDY

ISSUES TASK FORCES

Modeling Task Force Meeting Notes

online with some intercept in the field (businesses, ski areas, etc.). One future Task Force meeting should be dedicated to discussing the survey, market segments, logistics, etc.

- Commercial vehicles are not likely to use the tolled lanes.
- The value of time will be calculated for different market segments (commuter, recreation, trucks; discretionary versus non-discretionary – food service, fuel deliveries, bulk mail, etc.).
- It was noted that commercial and recreational drivers will be based on growth rates, not population.
- Level 1 modeling efforts will assume a value of time from PEIS. AGS also did a survey.
- Trucks significantly impact mobility in stop and go traffic. Truckers prefer steady state traffic.
- Will need to determine how long congested conditions will last, including non-recurring congestion.
- Starting with approximately 12 scenarios and hope to narrow it down to 3-4 for Level 2.
- The local roadway network needs to be considered.
- Land use is only known to 2040. Will be extrapolated to 2050.
- External-to-external trips will be important to factor in.
- Level 2 model data will include demographics, ski resort data, growth plans, resort capacity, trends in resort operations, and vehicle occupancy.
- Level 1 outputs will traffic, revenue, level of service, volume-to-capacity ratios, and speeds.
- Level 2 screening criteria is being reviewed by the PLT.

Tolling Task Force Meeting Notes

Topics #1 and #2 – Introductions and Overview of Project and Roles

- We went around the room and introduced ourselves, along with our respective project roles.
- An overview of the Traffic and Revenue Study scope and objectives was provided.
- Angie inquired about those Task Force members that are not present. Scott noted that he will be reaching out to all persons to boost attendance for future meetings.

Topic #3 – Schedule

As noted previously, the Level 1 screening effort is expected to be completed February 2014. The Level 2 portion is anticipated to begin in February following Level 1.

Topic #4 – Deliverables

Tolling deliverables were discussed and include incorporating tolling into the model, developing concepts and civil costs for infrastructure, and costing out the back office system.

Topic #5 – Tolling Discussion

- Al explained the two tier approach and what would be covered in Level 1 and what would be done in Level 2. In Level 2, they will be building a simulation model which is a more accurate depiction of what will occur in the corridor, including tolling prices and correlation with managed lanes.
- In Level 2, there will also be a stated preference survey, which will occur on height of winter season, the purpose of this is to determine the value of time which helps evaluate the level of tolls that will be most feasible for this corridor. It will also help us clarify tolling policy. This group has a duty to help develop initial assumptions.
- Scott provided a brief overview of tolling in Colorado with PowerPoint so that everyone starts with same

I-70 TRAFFIC & REVENUE STUDY

ISSUES TASK FORCES

Tolling Task Force Meeting Notes

cursory knowledge. Managed lanes means managing capacity, restricting it or determining eligibility requirements. Managed lanes is a wide umbrella and tolling is just an element. You can have tiered pricing associated with occupancy. The population continues to grow and the availability of funds to even maintain is scarce. We can't build our way out of congestion, so how can we manage it? Managed lanes are often referred to as tolled express lanes or express lanes. CDOT has a policy directive that any new capacity shall be considered for a managed lane.

- MAP-21, the Federal authorization states that new capacity can be tolled, existing capacity generally cannot be converted to tolled lanes, with some rare exceptions, such as a major upgrade to a structure (tunnel or bridge) or potentially through a value pricing program.
- Dick pointed out that with hard shoulder running, tolling is there to help operations during peak periods. For this project, the tolling needs to generate revenue to offset capital and recurring costs.
- Jill asked how they are tolling on the Peak Period Shoulder Lane (PPSL) project. It was noted that the PPSL project is considered an interim, operational improvement. Angie clarified this project was conceived from an unsolicited proposal from Parsons to CDOT and that CDOT wants to test Parsons assertions and see what other alternatives may work out there. This is just a study and the PPSL is anticipated to open in 2015.
- This group will examine the layout of access zones; ingress and egress toll facility locations, look at infrastructure, such as informational signage, looking at different charging/pricing mechanisms.
- Art asked what overhead costs of tolling, equipment and lost revenue. Dane said it depends upon the system. Art asked if 10% would be a rough ballpark? Dane said likely, with a very efficient system. More likely a little higher. Dane said more problematic is the people who don't pay and you have to go to other states for agreements to track people down. Art said in Colorado there is a statute that transponders be interoperable.
- Al said "leakage" in terms of lost revenue will be a key issue at Level 3, we will address it a little at Level 2.
- Scott said most managed lanes facilities in Colorado will allow trucks with a surcharge. Dane noted that most toll facilities differentiate between passenger and trucks.
- Dane said they will have information on trucks and truck speed in the model at Level 2. Art thinks if we implement segmentation, pricing for trucks would be easier to address.
- Patrick asked if there was a baseline scenario looking at tolling all of the lanes. It was noted that this will be a baseline scenario for comparative purposes only.
- Al said we would expect to see some suppression of traffic from this. Dane said there will probably not be a significant suppression.

These notes are an interpretation of discussions held. Please provide any additions or corrections to the originator within seven days of the date signed, otherwise they will be assumed correct as written.

► Prepared By: Scott Thomas – Apex Design

Date: 10-23-13

Next Meeting: TBD

Attachments: The following attachments were provided as supplemental information at the meeting.